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URBAN TOURISM SPACE RESEARCH METHODS: EVOLUTION AND PATTERNS

Abstract: The author attempts to sum up research on urban tourism space conducted as a part of the tourism geography MA seminar at the University of Łódź. He checks and enhances the definition of tourism space and tests a method of analyzing the contents of guidebooks across time. He also defines the correlation between the range of forms of urban tourism space, changes to it as well as to population, and the past and the present functions of the city.

Key words: urban tourism space.

1. INTRODUCTION

Rapidly increasing tourism, which in the early 21st c. involved one billion people annually all over the world, encompasses more and more areas of the Earth. This tourism is largely to cities of various scales, functions and sizes, on all continents. It should be assumed that many tourists travel from their own city (place of permanent residence) to another (tourism destination).

The phenomenon corresponds to the growing process of urbanization and population concentration in large cities. In the first decade of the 21st c., about 50% of the world's population lived in cities, and over 18.5% lived in those inhabited by a million or more.

These processes (the increasing number of tourists, city inhabitants and the dynamically growing population of large cities) are sufficient reasons for the author's interest in urban tourism space, i.e. the part of geographical space delimited by city boundaries and within which substantial tourism occurs. It should be assumed that the increase in tourism is accompanied by urban tourism space expansion and evolution.

With reference to the growing number of academic publications concerning urban tourism (e.g. MATCZAK, ed. 2008, WŁODARCZYK, ed. 2011), the author formulates several questions on urban tourism space which will be responded to in the article:

- Are existing definitions of tourism space accurate enough to identify the phenomenon of urban tourism?
- Do we have suitable research methods which allow us to precisely define the size and types of urban tourism space?

- What is the direction of change in urban tourism space, both in time and type?

The work consists of two main parts, further subdivided: the theoretical-methodological part based on literature, and the empirical part, which presents the results of research on the evolution of urban tourism space for the purpose of the writing of a number of MA theses at the Institute of Urban and Tourism Geography, University of Łódź.¹

2. DEFINITION OF URBAN TOURISM SPACE

In order to understand the range of concepts related to urban tourism space, we must first define urban space, and then look for an answer to the question whether and to what extent the space of a contemporary city is tourism space.

However, the overarching concept here is geographical space, referred to as the Earth's surface or crust by geographers. A review of conceptions of space in human geography has been meticulously compiled by A. LISOWSKI (2003). It is worth mentioning here, however, that in his lectures devoted to the object of study in geography (1918/9), Eugeniusz Romer wrote: "Since meaning of geography involves mainly the understanding of space as differentially occupied, then examining this space in order to describe what occupies it, is the centre of geography" (ROMER 1969).

Generally speaking, treating geographical space (defined in different ways) as a research subject, geographers identify various sub-spaces within its general space, depending on research interests. In this way, we come to a definition of urban space, which S. LISZEWSKI (1997; with later revisions) describes as “a part (subspace, partial space) of geographical space of distinctive organization and landscape, dominated by human non-agricultural activity; the area has a formally established legal status. The space is inhabited by a local community displaying a number of characteristic features”. Urban space is defined by its organization, non-agricultural economic function, legal status and ‘urban community’, i.e. by organizational, functional and social features.

Urban space defined in this way is often identified with urbanized space which is the result of multi-dimensional urbanization processes.

Many researchers working on tourism issues in recent years have been attempting to define tourism space (LISZEWSKI 1995, 2009, WŁODARCZYK 2008, 2009, 2011, 2011a, KOWALCZYK 2011, etc.).

According to S. LISZEWSKI (p. 195, 2009), “tourism space is a functionally distinct sub-space of the general geographical space as broadly understood, consisting of natural elements of the Earth’s crust (natural environment), permanent effects of human activity in this environment (cultural and economic), as well as the social environment, which is a result of territorial activity (national, regional and local)’.

The above definition, formulated nearly 20 years ago, should be enhanced by the statement that the ‘wandering man’, i.e. the tourist, is the main carrier of the tourism function, and at the same time the consumer or user of this space. With reference to the research conducted by B. WŁODARCZYK (2009, 2011), I agree that tourism space may be identified on the basis of tourism activity.

A similar definition is proposed by B. WŁODARCZYK (2009) who perceives tourism space as “a part of geographical space in which tourism occurs. A necessary and sufficient condition for a part of geographical space to be classified as tourism space is tourism, regardless of its intensity and character. An additional condition is the presence of tourism infrastructure, which defines the type of tourism space”.

The definitions quoted above are based on two assumptions: the first is that tourism space is a part (sub-space, partial space) of general geographical space, while the other is the functional character of this space, which is only briefly mentioned by S. LISZEWSKI (1995) (‘a functionally distinctive sub-space’). On the other hand, B. WŁODARCZYK (2009) stresses that tourism and tourism infrastructure classify a space as tourism space.

S. LISZEWSKI’S (1995) cautiousness when identifying the tourism function, as well as B. WŁODARCZYK’S (2008) categorically pointing to tourism as a necessary condition for this function to occur, are not contradictory or controversial, but show a different focus in the definition.

Coming to the end of this short review of definitions of urban and tourism spaces, it is worth realizing that both are a social product resulting from specific stages in global development. While urban space has been developing since the beginning of human life on Earth, tourism space in cities (as it is today) is mainly the product of post-industrial civilization, with its longer leisure time, relative affluence and greater mobility.

The identification of tourism space within urban space requires defining the scale and types of tourism within cities. A helpful clue may be public spaces (JAŹDŹEWSKA, ed. 2011), as well as the city’s assets and tourism infrastructure.

Tourism space (including urban tourism space) is not homogenous. Its diversity results from different tourism behaviours both as regards individual tourists and participants of organized (mass) tourism. Based on the variety of tourism activity and the influence it has on geographical space, S. LISZEWSKI (1995) distinguishes five types of tourism space: exploration, penetration, assimilation, colonization and urbanization. In S. LISZEWSKI’S work (1999) the presence of the same types of tourism space in both cities and in non-urban areas is confirmed. It is also confirmed in the maps of the tourism space of Łódź, prepared by S. LISZEWSKI (2002) and B. WŁODARCZYK (2012) and placed in *Atlas miasta Łodzi*. A. KOWALCZYK (2011) created ‘a model of geographical tourism space transformation’ within tourism urbanization space and he refers to ‘tourism domination space’ as the last stage in its evolution.

On the basis of tourism space types (LISZEWSKI 1995), B. WŁODARCZYK (2009) formulated a tourism space development cycle, assuming that spatial evolution may be presented as a sequence of phases which can be identified with types of tourism space. The cycle begins with Stage I (pre-tourism – non-tourism space). Stage II includes tourism space, which goes through four phases: phase I – exploration, phase II – penetration, phase III – colonization, and phase IV – urbanization. According to Włodarczyk, the tourism assimilation space distinguished by S. LISZEWSKI (1995) is characteristic of all four phases of tourism space. Stage III, presented here, is post-tourism (non-tourism) space.

When presenting B. Włodarczyk’s concept of the tourism space development cycle (2009), I would like to express my reservations concerning the universality

of this cycle. I believe that the course of tourism space evolution depends on the subject which it concerns or which creates this space. It may occur in the case of a general or individual transformation of geographical space into tourism space. The process of 'taking possession' of geographical space by an individual tourist is quite special. For each tourist, their individual tourism space may be found at a different phase. The same type of tourism space (the same phase) may be the exploration space for one tourist and the penetration space for another. Individual tourism space requires separate research, as well as a separate definition of urban tourism space.

Coming to the end of the discussion of tourism space definitions (the part of urban space with a tourism function), its types, development cycle and transformations, we should be looking for appropriate methods allowing its empirical identification.

3. METHODS OF RESEARCH AND SOURCE MATERIAL COLLECTION ON URBAN TOURISM SPACE

It is not easy to identify urban tourism space, understood as urban space functionally standing out from general geographical space due to tourism (LISZEWSKI 1999). Practically speaking, establishing this space empirically, e.g. in a large city, would require constant monitoring of tourism within the urban space of the studied city. How difficult such research would be can be seen from the fact that every large city in Poland is visited by hundreds of thousands of tourists annually, and Warsaw and Kraków even by several million(!) (WYRZYKOWSKI 2011). In general, the availability of reliable source materials concerning urban space depends on the size of the city, as well as the number and mobility of tourists.

The difficulty in conducting direct research throughout the year points to the need to look for various, and especially indirect, methods of collecting convincing source materials. The methods may be divided into two groups: field and library.

Field studies of urban tourism space include:

- running field inventories of the tourism infrastructure of the city and its use by tourists;
- measuring tourism, especially at places where admission tickets must be bought, at accommodation facilities, as well as in 'open' spaces;
- conducting surveys among different groups (local authorities, inhabitants, guides, tourists) on the perception and choices of urban areas visited by tourists).

Library studies involve:

- an analysis of specialist city maps (especially tourism ones);
- an analysis of guidebooks concerning the city (and the region), as well as the whole country, published both in Poland and abroad; the contents of guidebooks may be considered here as 'expert opinion';
- search through archive materials, e.g. postcards, films, etc. (WIECZORKIEWICZ 2012).

The methods listed above do not include all ways of collecting materials concerning urban tourism space (e.g. satellite photos, direct measurements, press opinion polls, etc.), especially those more sophisticated. However, they show how time-consuming this procedure is and how difficult it is to obtain reliable source materials.

Further on, the author will describe in detail just one, relatively rare, method – guidebook analysis. He believes that it is the most useful method in the study of urban tourism space, and especially its changes over a given period of time. The method has been successfully used by A. MATCZAK (1995) with reference to a region, and by R. WILUŚ (1998) to a city. A discussion concerning this method can also be found in a book by A. WIECZORKIEWICZ (2012).

4. GUIDEBOOK ANALYSIS AS A METHOD OF IDENTIFYING URBAN TOURISM SPACE

Among the many definitions of 'guidebook', we may find one in *Słownik języka polskiego*, edited by M. SZYM-CZAK (1979), which says that "it is a book providing information about the history and geography of a given region, containing maps, giving practical advice regarding travel, accommodation, etc." This is a general definition, which may be further developed for the purpose of tourism studies. A guidebook is a collection of information about tourism assets and attractions within a given space (city, region, country, continent, etc.), as well as practical information regarding a stay in an unknown area. This type of information is also provided by tourism brochures, lists of interesting tourism sites, tourism dictionaries and other publications. Although each has its special character, all serve the purpose of familiarizing the tourist (but not only) with the most attractive sites and spaces, as well as 'showing them round' a given area.

Guidebooks have been a part of tourism development for hundreds of years. J. WARSZYŃSKA & A. JAC-KOWSKI (1978, p. 130) write in the first Polish students' tourism geography textbook that one of the best guidebooks in the 16th c. was by Leonardo Alberti entitled *Description of whole Italy* (published 1550). The oldest guidebook to Warsaw is by Adam Jarzębski

from 1643, entitled *Gościniec albo krótkie opisanie Warszawy i okolic*.

The aim of this short introduction is to convince the reader that the guidebook has a long tradition of documenting and providing information about the main tourism assets or attractions of the area it describes, as well as this information undergoing practical verification by travellers (tourists).

In the author's opinion, the content of guidebooks may be treated as source material in research on urban tourism space, provided some conditions are met:

- the authors of the guidebooks must be experts on the cities they describe (historians, geographers, architects, etc.), their opinions are individualized and may be considered expert opinion;
- the guidebooks contain up-to-date information, based on the authors' personal experience or reliable sources;
- the tourism information concerns the whole area of the city, and not only one part;
- the publication is not promotional or commercial material prepared to order,
- in the case of research on the transformation (evolution) of the tourism space of Polish cities, there must be a series of guidebooks which cover a period of several decades at least (100 years optimum). They should present the state of knowledge about the tourism assets in the city in at least four historical periods: before 1939 (Second Republic of Poland), in 1945-70 (Polish People's Republic 1st stage), 1970-90 (Polish People's Republic 2nd stage), and after 1990 (Third Republic). If possible, each period should be represented by at least two guidebooks, showing the situation at its beginning and end).

When a guidebook is used in the analysis of urban tourism space, the procedure includes:

1. gathering information about the guidebook, its author, bibliographical data/publishing details: year of publication, number of pages, number of figures, maps, photographs, bibliography/references, etc.
2. counting the number of characters constituting the descriptive part of the guidebook (excluding photographs, figures, maps, etc., included in the text). The calculated number makes up 100% of the written part of the content.
3. counting the number of character in the description of every tourism form in the guidebook. Calculating the ratio of a given form description to the whole content of the guidebook (number of characters);

4. dividing individual sites into urban tourism space groups and counting the number of characters and the percentage of the description of the whole. Putting forms of urban tourism space into groups is rather subjective and depends on the size of the city, its history, affluence, the activity of its local authorities and many other factors, including the author of the guidebook. This article will mention forms most frequently created for the purpose of research in large Polish cities: religious sites and cemeteries, residences (palaces, villas, manor houses) and 'townhouses', public buildings, green areas (parks, gardens, etc.), urban design (housing estates, squares, streets, avenues, etc.), museums and galleries, monuments and fountains, industrial sites (historical monuments of technology), fortifications, etc. Both the number of forms making up urban tourism space and their capacity depend on the purpose of study. It should be remembered, however, that from the point of view of tourism space analysis, they should be three dimensional (buildings) or two dimensional (e.g. parks, gardens), excluding other tourism assets (such as commemorative plaques embedded in the wall of a residential building, museum exhibitions, etc.).
5. running a spatial analysis of the sites described in the guidebook. They have to be marked on the plan of the studied city (at an appropriate scale), in the right administrative district, morphological unit or on a lattice of squares, hexagons or other geometrical figures laid out on a plan.

The source material derived from guidebooks may be used for instance for a detailed analysis of urban tourism space, concerning:

- the changes and evolution of the size, structure and spatial system of the city (based on several guidebooks);
- concentration of buildings and forms of tourism space within the city space (spatial structure);
- the degree of popularity of every item creating urban tourism space;
- the attractiveness of every tourism site and its changes.

The source material derived from guidebooks can be enlarged by information concerning the tourism infrastructure of the city (e.g. accommodation and gastronomic facilities) and used to delimit functional types of urban tourism space (LISZEWSKI 1999).

5. TRANSFORMATIONS OF URBAN TOURISM SPACE CASE STUDIES

The MA theses devoted to the tourism space of six large Polish cities, written at the Institute of Urban and Tourism Geography, University of Łódź in 1996-2013, made it possible to test different study methods, including analysis of guidebook texts. They resulted in interesting monographs. In order to sum up these studies and to analyse the transformations of the urban tourism space in large Polish cities, the author used materials obtained from an analysis of texts of selected guidebooks written by authors of works concerning Łódź (ŻEBROWSKA 1996), Kraków (SZCZEPANIAK 2004), Warsaw (MROZIŃSKA 2006) and Bydgoszcz (KARASEK 2013). The analysis of the content of the chosen guidebooks concerned Warsaw (10: 1921-2005), Kraków (8: 1931-2002), Łódź (7: 1933-1992) and Bydgoszcz (10: 1920-2011).

The choice of the cities was intentional, as they represent various types of large cities (over 300 000 inhabitants) in Poland, both as regards their origins, economic function and history. In addition, Kraków and Warsaw are among the cities which are most frequently visited by tourists. In contrast, Łódź and Bydgoszcz are rarely visited, considering their population.

The basic source material, in that research was the analysis of guidebook texts, and which made it possible to run a comparative study of Warsaw, Kraków, Łódź and Bydgoszcz with respect to:

- the change in the number of forms of urban tourism space during the studied period;
- changes in percentages of urban tourism space forms described in tourism guidebooks;
- changes in the proportions of urban tourism space forms.

Due to the limit on article length, this one does not include analysis of the changes in the distribution of urban tourism space within the space of each city.

The aim of the analyses was to observe the directions and extent of the changes which have taken place in urban tourism space of large cities in Poland in the 20th c. and early 21st c.

Attempting an empirical analysis, the author has made two assumptions. The first one concerns time periods in which the research was conducted in all cities, and the other was based on an arbitrary (based on the author's research experience) choice of the main groups of urban tourism space forms.

Taking into consideration the 20th c. history of Poland, which had an obvious impact on tourism development in our country including urban tourism, the research period was divided into four sub-periods, with a main guidebook (guidebooks) ascribed to each of them: A (Second Republic of Poland before 1939); B

(first period of the Polish People's Republic 1945-69); C (second period of the Polish People's Republic 1970-90); and D (Third Republic of Poland after 1990).

In order to run a detailed analysis of the number of urban tourism space forms and their length / volume, all those mentioned in guidebooks were put into eight groups: 1 – religious sites and cemeteries, 2 – residential buildings and 'townhouses', 3 – public buildings, 4 – green areas (parks, gardens and other forms), 5 – technology-related historical monuments (industry), 6 – museums, monuments, fountains, etc., 7 – urban design (housing estates, streets, squares, etc., e.g. Wawel), 8 – others.

The number in each group was regarded as a symptom of the city's attractiveness, and the length of description – as its position in tourism space.

5.1. CHANGES IN THE NUMBER OF URBAN TOURISM SPACE FORMS IN THE STUDIED CITIES

The division of the study period into four sub-periods enables us to observe ongoing changes. It must be remembered, however, that in the period of the Second Republic of Poland, after 123 years of occupation, enormous efforts were made to reunite the Polish lands and build economic foundations. At that time, tourism in Europe was an exclusive phenomenon, and cities (except for spas, capital and historical cities) were not exploited by tourists. The characteristic features of the Polish People's Republic period were the ideologization of life, centralization of power and the planned economy, and it was not until the Third Republic that political-administrative barriers disappeared, and each city started to run its own policies, including tourism.

The study of Table 1 leads to several interesting conclusions. The first regards the relation between the number of forms and the size of the city, measured by its population. Such a relation is confirmed only in the case of Warsaw, which at the time under study had the largest population and number of tourism space forms among Polish cities. The remaining three cities do not show such a correlation.

Table 1. The number of urban tourism space forms in selected cities

| Period | Warsaw | Krakow | Łódź | Bydgoszcz |
|--|--------|--------|------|-----------|
| A – before 1939 r. (II RP) | 895 | 121 | 30 | 37 |
| B – 1945-1970 (Polish People's Republic) | 655 | 191 | 69 | 141 |
| C – 1970-1990 (Polish People's Republic) | 1 103 | 137 | 118 | 202 |
| D – after 1990 (III RP) | 1 379 | 144 | 101 | 94 |

Source: tourism guidebooks referred to in MA theses: J. MROZIŃSKA (2006), A. SZCZEPANIAK (2004), A. ŻEBROWSKA (1996), K. KARASEK (2013).

The second regularity concerns the correlation between the number of forms and the function of the city, confirmed in Warsaw and Kraków – cities with capital traditions, centres of culture, higher education and international contacts – which clearly outdistance cities of industrial origin and with poorly developed tertiary and quaternary sectors (Łódź, Bydgoszcz).

The third regular pattern illustrated in Table 1 concerns changes to the number of forms. The studied cities may be divided into three types. One is represented by Warsaw, which was the capital of Poland throughout the studied period and was developing its urban tourism space. An exception was the Second World War, when many historical sites were destroyed and rebuilding them took many years after the war (period B in the table).

The second example is Kraków, which as a former capital of Poland has always had a large and stable number of urban tourism space forms making the city the most attractive tourism city in the country. A totally different type is represented by Łódź and Bydgoszcz, where tourism space started to develop only after the Second World War, especially in the 1970s, leaving these two cities far behind Warsaw and Kraków.

To sum up, the analysis of the changes in the number of urban tourism space forms may become a good measure to define the tourism attractiveness of a city, and the scale and significance of the tourism function in urban space. The results of these observations may be used in a comparative study of these cities.

5.2. CHANGES IN THE NUMBER AND TYPE OF TOURISM SPACE FORMS IN CITIES (OVER TIME)

Conclusions concerning changes in urban tourism space forms are based on Figure 1, showing changes in the percentages of types of urban tourism space forms in the studied cities. The figures present the percentage of each of the eight studied forms in four time periods, coded as A, B, C, D.

Warsaw. In each of the discussed time periods we find all forms. Among them in the urban tourism space of Warsaw, two have the largest percentage: ‘residential buildings and townhouses’ and ‘public buildings’. They make up from 63.4% of all forms in the first time period (A) and 50.4% in period C. A characteristic feature of Warsaw is the high percentage of ‘urban design’ (from 12.6 to 19.4%), and a relatively small percentage of urban areas related to religious sites (from 7.2 to 8.9%). Urban tourism space is quite stable (one major deviation concerns

‘museums, monuments, etc’, which in period C made up 22.1%) and is characteristic of large cities with permanent, well developed capital functions.

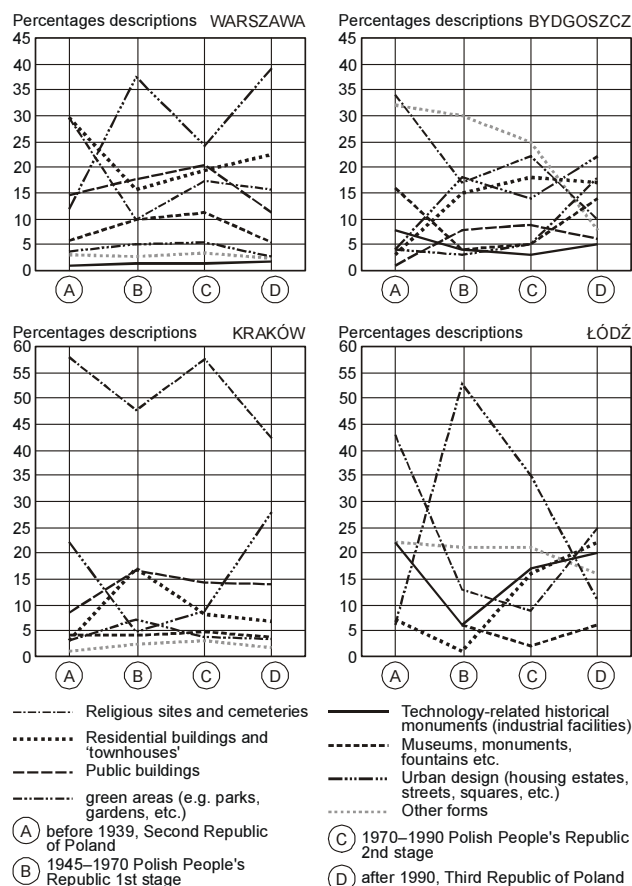


Fig. 1. Percentage of urban tourism space forms across time (selected cities): guidebooks used in Master's theses: J. MROZIŃSKA (2006), A. SZCZEPANIAK (2004), A. ŻEBROWSKA (1996), K. KARASEK (2013)

Kraków. Urban tourism space in this city is partially different from Warsaw. In Kraków, the two largest groups are ‘religious sites’ and ‘residential buildings’, which made up 56.4% in period C and 66.7% in period D. The third large group consists of ‘public buildings’ (13.2 - 9.4%), which together with the first two make up about 80% of all tourism space in Kraków. In Kraków, like Warsaw, the ‘museums and monuments’ group constitutes a considerable percentage, while ‘industrial areas and technology-related historical monuments’ are missing completely.

Urban tourism space in Kraków, like Warsaw, has been stable for several decades, and the clear domination of religious centres and residential buildings is typical of large cities with long historical traditions and well-developed past political functions.

Łódź. Urban tourism in Łódź is completely different. Łódź is an example of an industrial city without any administrative past (it gained regional

functions only in the 20th c.). There are three dominant forms: 'religious areas', 'residential buildings' and 'green areas' (Fig. 1). A large part is also taken by 'industrial plants and technology-related historical monuments' (10-17%), which is a particular feature of Łódź. Two groups are not included: 'public buildings' and 'urban design'. In contrast to Warsaw and Kraków, it takes three forms to make up about 50%: 'religious sites', 'residential buildings' and 'green areas'. Tourism areas in Łódź are typical of a large industrial city built 'from scratch'. Throughout the 20th c., the tourism assets of Łódź included places of worship (various faiths), as well as villas, palaces, parks and gardens owned by rich industrialists. We may add here historical industrial complexes, which have recently been put on the list of urban assets and tourism attractions.

Bydgoszcz. Urban tourism space in Bydgoszcz (the city with the smallest population) is different again. There is no clear dominating group, though the most important one in the three studied time periods was 'residential buildings'. A significant role in this city is played by 'urban design', 'museums and monuments' and 'industrial facilities', connected with the city's functions. The lack of a clearly dominant element is confirmed because until recently (after 1990), three main forms (residences, museums, and urban design) made up over half (58.5%), and in the remaining period, it has taken four to reach 50%. Comparing Bydgoszcz to the other cities, we may conclude that it is most similar to Łódź (a large percentage of green areas and technology-related historical monuments).

The comparative analysis of four cities seems to confirm that urban tourism space in large cities (in Poland) depends on the size of the city (population), its historical past, and functions (both past and present). This correlation is best confirmed by the lack of public buildings and urban design in Łódź, or technology-related historical monuments in Kraków. In the studied cities, the most important role in creating urban tourism space was played by residential buildings, green areas and religious sites, the greater part in all cities.

The research confirmed the appearance of a new urban tourism space, i.e. technology-related historical monuments and industrial plants. They are found in Warsaw, not to mention Łódź and Bydgoszcz.

5.3. CHANGES IN THE LENGTH OF DESCRIPTION OF URBAN TOURISM SPACE FORMS

The analysis of these changes is presented in Fig. 2, which comprising Warsaw, Kraków, Łódź, and Bydgoszcz, as well as the eight urban tourism space forms.

The figure presents the percentages included in guidebooks, for each form, at a given period, in each city. The length of the description may be regarded as a measure of its significance in the tourism space of the city.

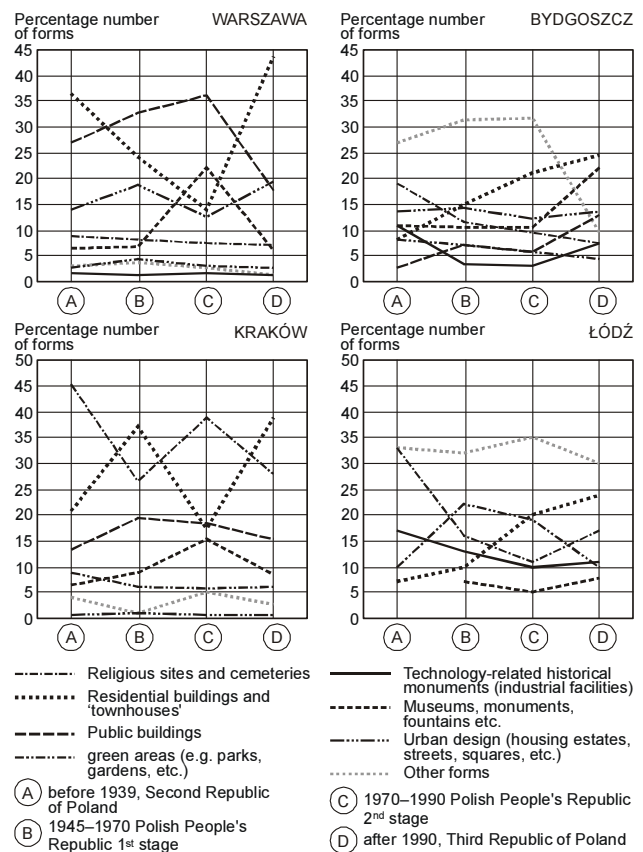


Fig. 2. Percentages descriptions of urban tourism space forms – across time (selected cities)

Source: guidebooks used in MA theses: J. MROZIŃSKA (2006), A. SZCZEPANIAK (2004), A. ŻEBROWSKA (1996), K. KARASEK (2013)

Warsaw. The lengths of description in Warsaw vary in different periods. In the Second Republic of Poland (A), the longest description was provided for 'religious sites' and 'residential buildings' (jointly 59.6%). In the next period (B), it was 'urban design' and 'public buildings' (55.2%). The same groups, only smaller, occurred in period C (44.4%). Contemporary description (period D) mainly concerns 'urban design' and 'residential buildings' (61.7%). Despite the changes in the length of description in Warsaw guidebooks, the predominant groups are public buildings and urban design.

Kraków. Assuming the same analysis, we may conclude that in Kraków in all time periods the longest descriptions have been provided for 'religious sites', followed by: in period A – 'urban design' (jointly 80.0%); in period B – 'residential buildings' (65.0%); in

period C – ‘public buildings’ (71.9%); and currently (D) – ‘urban design’ (70.4%). Regardless of the time written, the descriptions in Kraków guidebooks mostly concern ‘religious sites’ (nearly always about 50% of the whole text) and ‘urban design’.

Łódź. In Łódź, guidebook descriptions show considerable variation, depending on the time period. In the Second Republic (A) most descriptions concerned ‘religious sites’ and ‘technology-related historical monuments’ (jointly 65%). In the next (B), it was ‘green areas’ and ‘religious sites’ (66%), in period C – ‘green areas’ and ‘technological historical monuments’ (52%), and in the last period (D) – ‘religious sites’ and ‘residential buildings’ (47%). Generally speaking, as regards the content of Łódź guidebooks, three forms dominate in different periods: ‘green areas’, ‘religious sites’ and ‘technology-related historical monuments’.

Bydgoszcz. The descriptions in Bydgoszcz guidebooks are the least diversified, as shown by the smallest percentages concerning the two main groups. In period A, they were ‘religious sites’ and ‘museums and monuments’ (jointly 50%). In period B, it was ‘urban design’ and ‘religious sites’ (jointly 35%), in period C, ‘religious sites’ and ‘residential buildings’ (40%), and in the last period (D), ‘urban design’ and ‘green areas’ (jointly 40%). To sum up, two main groups dominate in Bydgoszcz guidebooks: ‘religious sites’ (10-34%) and ‘urban design’ (4-22%).

Analysis of tourism space forms (Fig. 1) and their length of description (Fig. 2) in the four cities, in four time periods, allows us to make comparisons and draw general conclusions (Table 2).

Table 2. Comparison of the position occupied by forms of urban tourism areas, as regards number and length of description (percentage)

| No of forms | Length of description (rank) |
|---|---|
| – Religious sites: K1, Ł1 | – Religious sites: K1, B1, Ł2 |
| – residential buildings: W1, B1, K2, Ł3 | – urban design: W2, K2, B2 |
| – public buildings: W2 | – public buildings: W1 |
| – green areas: Ł3 | – green areas: Ł1 |
| – urban design: B2 | – technology-related historical monuments: Ł3 |

Key: capital letters – names of cities: Warsaw (W), Kraków (K), Łódź (Ł), Bydgoszcz (B); W1, K2, Ł3, B2, etc. – the rank of a form in each city. The rank is established on the basis of summing and comparing the percentages of a given group in all studied periods. Names of forms – see Figs 1 and 2.

Source: author’s compilation.

The comparison shows the differences between the rank (importance) of individual tourism space forms in the studied cities and their rank (the length of description) in guidebooks. The ‘religious sites’ group is the most important for Kraków and partly for Łódź

and Bydgoszcz (length of description). The ‘residential buildings’ group is frequently mentioned in guidebooks on all cities (twice first), but the length of its description and, consequently, its rank as a tourism asset is considerably lower and is not included in Table 2.

As regards lengths of description in Warsaw, Kraków and Bydgoszcz guidebooks, ‘urban design’ has a high position. A much lower one is taken in terms of number, as it only reaches second position in Bydgoszcz.

Only in Warsaw are ‘Public buildings’ found in first position as regards length of description, and second as regards number. This situation may be explained by the city’s capital function over several centuries, the main ‘creator’ of such buildings.

The remaining two forms are included due to Łódź, which for several decades has been presenting ‘green areas’ as a significant urban tourism form. Recently, ‘technology-related historical monuments and industrial facilities’ have become an extremely important asset of its new urban tourism space.

The analysis confirms the usefulness of examining both number of forms and length of description for defining tourism space within urban space and showing its importance in the functions of a city. The collected material, obtained from guidebooks, may also be used for more statistically sophisticated comparative analyses of the number and rank of studied groups, as well as for observing the development of urban tourism space within urban space.

6. CONCLUSIONS

The analysis of guidebooks describing four large cities in Poland, as well as the conceptual and terminological discussion preceding the analysis of empirical material enables us to respond to the questions posed in the introductory part of the article.

Answering the first question, we may say that the Polish literature contains satisfactorily precise definitions of urban tourism space as a subspace of geographical space. They are mostly operational in character, which facilitates searching for empirical methods to delimit this space.

The answer to the question on the methods of identifying urban tourism space is found in the analyses presented in this work, and based on guidebook content. Far from closing the methodological discussion, I believe that the method described above (with all its imperfections) has one major advantage – it makes it possible to conduct research over time, which in the case of the development of urban tourism space is very important. The method allows analysis

of urban tourism space on three planes: quantitative (the number and type of tourism space forms), qualitative (the rank and function of tourism space forms) and spatial (the system of tourism space forms within urban space). The third of the planes has not been discussed in this article.

Naturally, the method has a number of subjective elements; it also requires strict observation of research rules. It is difficult to say today what influence this subjectivity may have had on the final results of the study, as it requires further tests and analyses.

The answer to the next question is in the fourth section and the conclusions that can be drawn from it. Beyond any doubt, both the quantitative structure of urban areas and their ranks are directly influenced by the size of the city (population), the historical past, especially as regards administrative functions, as well as leading economic functions past and present.

The research has showed that, for instance in Kraków, the quantitatively and qualitatively predominant forms are those related to religious sites and residential buildings (due to its former capital function), and in Warsaw – forms related to residential, public buildings, as well as urban design (a capital city for hundreds of years). In the light of the research, the profile of the tourism space of Łódź looks very interesting. An important role is played by religious sites (multicultural), residential buildings (industrialists' palaces and villas), green areas (former industrialists' gardens and parks), as well as areas with technology- and industry-related historical monuments (industrial function dominant for many years). Public buildings in Łódź occupy a less important position, which may be explained by the short period of having administrative functions.

The least defined city in this analysis is Bydgoszcz, which due to its geographical location, historical past and function, is devoid of specialized forms of urban tourism space. As regards the number forms, 'residential buildings' and 'urban design' predominate, and as regards length of description (rank) – 'urban design'.

The discussion presented in this article closes several years of research conducted as a part of MA thesis writing. The results are sufficiently interesting to be published, and in this way become available to other urban tourism researchers in the hope that they will initiate further discussion, especially of a methodological character.

FOOTNOTE

¹ In 1996-2013, at the MA seminar on tourism geography at the Institute of Urban and Tourism Geography, University of Łódź, conducted by Prof. Liszewski, seven MA theses were

written, which concerned the tourism space of Łódź, Kraków, Lublin, Heidelberg, Warsaw, Wrocław and Bydgoszcz, in which methods of identifying and delimiting tourism space in cities were tested. The article is an attempt to sum up this research based on Polish cities.

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Translated by Ewa Mossakowska